PUDUKKOTTAI STATE

NATIONAL WAR FRONT BUREAU

BULLETIN] MARCH 20, 1943 [No. 138

LECTURE CXXXVIII.

ROMMEL'S TACTICS INGENIOUS BUT FUTILE.

(*The London Times—March 8, 1943*).

The whole Tunisian campaign is governed by considerations of time. Rommel and Von Arnim are fighting to postpone a situation which can be clearly foreseen, in which every coast of Axis-controlled Europe is exposed to the threat of an Allied landing. They face odds of three or four to one, which cannot be appreciably affected by the inflow of reinforcements by air at the rate of about a thousand men a day.

Such a campaign, in which the commander of an inferior force threatened from several sides attempts to make mobility compensate for lack of numbers by striking rapidly at each of his convergent adversaries in turn, has occurred many times in military history. The difficulties is always to throw adequate power into any one blow because of the never-ceasing anxiety that in the mean time the next opponent to be met will have made his advance irresistible. This was the experience of Napoleon in his brilliant but finally unsuccessful campaign of 1814.

There are already signs that Rommel, for all his tactical ingenuity, is unlikely to overcome the inherent disadvantage of a similar strategic situation. He struck hard in the centre, but—it now seems—not quite hard enough. On this part of the front Allied forces are for the most part back in their original positions. They have admittedly suffered substantial casualties, but they have also inflicted losses on the enemy which, even if they are smaller, he is much less able to afford. Their plans have been temporarily diverted. But they have not been compelled to relax their pressure upon the eastern plain through which Rommel's precarious communications run ; and the capture of Pichon, commanding the road to Kairouan, the thrust to the Faid pass, and the advance

of the Fighting French from Gafsa to the shore of Chott Djerid and the rear of the Mareth Line, all keep alive the threat ultimately to squeeze the enemy between a superior army and the sea. There is good reason to think that Rommel has miscalculated the value of his stroke; for it has cost him a considerable price, and has not sensibly eased his position; if he has gained any time, he has probably not gained very much.

On the northern extremity of the battlefield, Von Arnim's attack has been vigorous and has won territory, but, according to latest the Allied announcements, the intensity of the hostile offensive has died down, and the First Army has gained the initiative, although to regain the initiative several miles to the rear of its original positions does not disguise the occurrence of a local setback. Essential roads, it would seem, are still covered, and here too the heavy losses incurred by the enemy without attaining his strategic objectives may be expected to tell severely against him in the long run.

The reason for the rapid flagging of Rommel's effort on the central front after its formidable showing at the outset is obviously his sense of need to turn in time to confront the advance of General Montgomery. The obvious delicacy of the decision that he has had to take at the right moment, to suspend his westward thrust in order to deliver a quick blow in the south, emphasises the crucial importance of precise intelligence in this kind of campaign—which is felt perhaps with even greater force by commanders outside the ring, who have both to foresee the blows coming from within it and, with difficulties of inter-communication, concert their counter-measures.

Rommel has decided to strike first in the hope, it may be presumed, of throwing Allied plans out of gear and so delaying rather than preventing their execution. These were his tactics at El Alamein, although they did not then save him from a crushing defeat. The enemy has attempted two successive assaults with large forces of tanks and infantry, both of which are stated to have been effectively held. The phrase would be consistent with the retirement of our lighter forces before the onslaught and unbroken resistance by the main body. **From the announcement that the enemy has lost 21 tanks (since known to be 50) without destroying one of ours, it looks as if his armed forces have been drawn into unequal combat, as once before, with anti-tank artillery with which the Eighth Army is known to be powerfully equipped.**

In that kind of fighting he is likely to suffer heavily in a section of his army that has never recovered from the devastation wrought at El Alamein; and even if he can improve the ratio of casualties, the heavier the fighting the more the balance must swing against him. On the other hand, little as he can afford a fight to the finish in the south, he can perhaps even less afford to let the Eighth Army pass quickly through the narrow gap covered by the Mareth defences. Once that pass is forced, he himself will have to lengthen his line facing the south while on his western flank, Allied armies, whose recent local reverses were reverses attributed to lack of concentration, will have an opportunity to contract theirs. His immediate problem, as in breaking of the

westward offensive, is once more that of economy of force. He has to decide how much energy he dare expend in his delaying attack in front of the Mareth Line without disproportionately weakening his power for defence of the Line itself. **In any event, the Eighth Army, with their thorough knowledge of their adversary and their own strength and their veteran judgment in this kind of warfare, are little likely to be perturbed by any devices remaining at Rommel's command. But they also know that they themselves are fighting for time and time is of the utmost value to the Allied cause far beyond North Africa, and that although victory is certain, no effort can be excessive that will ensure that it is also swift.**

WEEKLY WAR SUMMARY.

13—3—43 to 19—3—43.

Russia.—Soviet troops evacuated KHARKOV on March 15 under German pressure. The loss is serious as KHARKOV is an important railway junction and industrial centre. But the advantage to the enemy will not be great as he had himself destroyed the city and reduced it to ruins a month ago when he was driven out of it.

Three Russian columns are advancing upon and converging round the strong German base of SMOLENSK, one advancing along the length of the VIASMA—SMOLENSK railway and the other two thrusting forward towards KHOLM and NIKITINKA. KHOLM has since fallen and BYELI also. The upper Dnieper and Viasma rivers have been crossed.

South of Lake Ilmen the Russian advance continues. In the KUBAN area in the south Russians are intensifying their attacks on the Taman river bridgehead and the German fortifications on the Black Sea.

Tunisia.—The weather hinders operations in this theatre. Thick low clouds, which hang over both land and sea keep most of the Allied air-craft on the ground. Rain has further softened the already muddy ground over which only patrols are able to move. Only in the Eighth Army area have conditions permitted some air-operations. The daily hammering of Rommel's positions continues.

Allied aircraft are steadily flowing into North AFRICA and new airfields are being opened up.

Earlier in the week Allied troops occupied METLAOUI in Southern TUNISIA and repelled enemy attacks near KSAR PHILENA inflicting heavy losses. In the north the enemy attacked thrice on the 12th near TEMARA without success. On the 14th there was increased enemy artillery in the sector, three miles north of BOU ARADA.

The Pacific.—On March 10, 22 Japanese planes which attempted to attack GUADALCANAR, were driven back with the loss of a bomber and 3 fighters. There enemy transports laden with troops approaching DOBO in South West Dutch NEW GUINEA were attacked and direct hits were scored.

About 50 enemy aircraft raided the town and harbour during the week causing some slight damage ; The casualties were few.

In 'a thrilling 37-minute duel,' it is reported, an American submarine raked a Japanese anti-submarine vessel and sunk it in mid-Pacific waters.

On March 13 a Japanese vessel was strafed and destroyed near RENDOVO Island in the NEW GEORGIA group.

Allied air-craft during the week raided KISKA, KAHILI, BOUGINVILLE, MUNDA, VILA, KOLOMBANGARA, RABAUL, ORO BAY, BALLALE, BUKA UBILI, CAPE HOSHINS, WEWAK.

In 15 days the Japanese have lost in the South-West Pacific, some 114,000 tons of shipping, which is estimated to be more than 15% of their yearly launching capacity.

Air-reconnaissance shows a growing concentration of enemy transports and freighters in the AMBON-DUBO area (the DUTCH EAST INDIES) to the North-West of AUSTRALIA. Here new air-fields are being constructed and ground forces are being concentrated.

China.—Chinese troops have routed the Japanese driving north along the Salween river on the BURMA frontier, where, in consequence the enemy has been compelled to withdraw to his base at TENGCHUNG. Here MINGKWAN has been retaken.

In Central CHINA, a bitter struggle has ended in Chinese successes. Here, in the Southern HUPEH Province the Japanese threw eight columns across the Yangtse to safeguard their river communications between HANKOW and ICHANG but they have been thrown back. According to the latest reports, the remaining forces, some 20,000 strong, which constituted the 8-pronged offensive are now in full retreat and the Chinese are once again in a strategic position to threaten the river communications for the enemy. North-west HUNAN is now secure.

Burma.—The tempo of night bomber raids on BURMA is steadily increasing. Typical of the operations was the night raid on AKYAB and the DONBAIK area on March 13. On the same day a heavy bomber attack on the PAZUNDAUNG railway bridge was intercepted by enemy planes and ended in the destruction of two of them. On March 14, the 10th U. S. Air Force made a concentrated attack on the Gokteik Viaduct. Heavy fighting broke out in the RATHEDAUNG area during the end of last week.

Miscellaneous.—1. March 5 was the date of R. A. F. *blitz* on ESSEN with nearly 1,000 tons of bombs. The main weight of the attack fell on the Krupps works.

2. The R. A. F. raid on MUNICH on March 9 was heavy. Well over 500 tons of explosive and incendiary bombs were dropped. The aircraft flew over 700 miles to reach the target.

3. Mr. Anthony Eden, BRITAIN'S Foreign Minister, arrived in WASHINGTON on March 13 to see for himself something of the great War effort in U. S. and for a generel exchange of views.

ALLIED AIR RAIDS.

7—3—43 (Sunday).

EUROPE.

NIGHT:—

Laying mines in enemy waters.

NORTH AFRICA and the MEDITERRANEAN.

A heavily escorted convoy in the SICILIAN Channel (4 ships sunk or set on fire; 5 Axis planes shot down).

The port of SOUSSE.

Enemy forces retreating in Southern TUNISIA.

RUSSIA.

Air combats and aircraft on the ground all along the RUSSIAN front.

FAR EAST.

GUADAGASAL, SADDLE and **AMU** (N. Guinea).

Jap installations at KAHILI and BALLALE (Shortlands).

VILA (Kolambangara).

GOKTEIK Viaduct between MANDALAY and LASHIO (Burma).

8—3—43. (Monday).

EUROPE.

DAY:—

Railway yards and U-Boat supply centre at ROUEN and RENNES (France), (30 Axis planes shot down; 6 Allied planes missing).

Railway targets at LINGEN (Germany), AULNOYE and TERGNIER ((France).

NIGHT:—

The Industrial Centre of NUREMBURG (South Germany).

Targets in Western GERMANY (7 Allied planes missing: 1 Axis plane shot down).

NORTH AFRICA and the MEDITERRANEAN.

Buildings in SEDJENANE.

Enemy vehicles in battle areas.

Retreating enemy tanks and vehicles in the MARETH LINE.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Aerodromes at LAE and SALAMAUA.

The harbour at RABAUL (N. Britain).

KISKA (Aleutians).

Gun positions at MYITNGNE **bridge** (Burma).

Road installations at MONYWA (Burma).

Factory buildings at MYINGYAN (Burma).

9—3—43 (Tuesday).

EUROPE.

DAY:—

Offensive sweeps over Northern FRANCE.

A railway centre near LEMANS (1 Allied plane missing).

NIGHT (11 planes missing):—

The industrial centre of MUNICH (Germany).

Targets in Western GERMANY.

Laying mines in enemy waters.

NORTH AFRICA and the MEDITERRANEAN.

Offensive sweeps over the battle areas in the Central and Southern TUNISIA.

The railway between SOUSSE and SFAX.

RUSSIA.

Air combats and grounded air craft along the Russian Front.

FAR EAST.

The harbour at GASMATA (N. Britain).

The WAU area (N. Guinea).

KAHILI and **BALLALE** (Shortlands).

MUNDA and **VILA** (Solomons).

The bridge at MOGAUNG (Burma).

Enemy landing fields at KAMAING and MANYWET (Burma).

Buildings at WASAT and TINGPAIR.

KANZAUK area near RATHEDAUNG (Burma).

PROME (Burma).

10—3—43 (Wednesday).

EUROPE.

DAY:—

Offensive sweeps over the ENGLISH CHANNEL and Northern FRANCE.

NIGHT:—

Laying mines in enemy waters.

NORTH AFRICA and the MEDITERRANEAN.

Enemy airfields at EL ALOUINA, **GAFSA.**

Enemy vehicles in Southern TUNISIA.

MARETH Line.

RUSSIA.

Air combats and grounded aircraft all over the RUSSIAN Front.

FAR EAST.

KAHILI (BOUGAINVILLE).

MUNDA and **VILA** (Solomons).

KISKA (Aleutians).

The airfield at MINGALADON.

GOKTEIK viaduct between MANDALAY and LASHIO (Burma).

Villages in the AKYAB area.

11—3—43 (Thursday).

EUROPE.

NIGHT (2 Allied planes missing):—

The industrial centre of STUTTGART (Germany).

Intruder patrols over HOLLAND and GERMANY.

NORTH AFRICA and the MEDITERRANEAN.

Motor barges off SICILY.

MARETH Line.

Enemy airfields at TUNIS.

GAFSA.

The docks at BIZERTA.

RUSSIA.

Air combats and grounded aircraft all along the Eastern Front.

FAR EAST.

The airfield and harbour at RABAUL (N. Britain).

KAHILI and **BALLALE** (Shortlands).

VILA and **MUNDA** (Solomons).

Enemy position at DONBAIK (Burma).

River transport in Northern Burma.

The oil wells at YENANGYAT (Burma).

12—3—43 (Friday).

EUROPE.

DAY:—

Railway yards at ROUEN (France).

A large factory at LIEGE.

NIGHT:—

Germany's greatest arms centre at ESSEN (Germany).

NORTH AFRICA and the MEDITERRANEAN.

The docks and railway lines at SOUSSE.

Objectives at ENFIADAVILLE.

The docks at TUNIS.

SEDJENANE area.

Shipping and harbour at PALERMO.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

MUNDA (N. Georgia).

KAHILI and **BALLALE** (Shortlands).

VILA (Kolambangara).
The docks and shipping at RANGOON (Burma).
RATHEDAUNG area.
Villages in the AKYAB district.

13—3—43 (Saturday).

EUROPE.

DAY:—
Mershalling yards and locomotive depot at AMIENS.
Railroad yards at ABBEVILLE and POIX.

NIGHT:—
Laying mines in enemy coastal waters.

NORTH AFRICA and the MEDITERRANEAN.
Armoured vehicles in battle areas of TUNISIA.
MARETH LINE.
The docks at BIZERTA.
Shipping in the SICILIAN CHANNEAL.

RUSSIA.

(Plane losses for the week 6—3—43 to 13—3—43: Russia 110; Germany 260.)
Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

KAHILI and BALLALE (Shortlands).
VILA (Kolambangara).
MUNDA (N. Georgia).
Airfields at LAE and SALAMAUA.
GOKTEIK Viaduct between LASHIO and MANDALAY (Burma).
The dock area at MOULMEIN.
AKYAB area.

ENEMY AIR RAIDS.

8—3—43 (Monday).

BRITAIN.
South and South-East ENGLAND.
Places in the HOME COUNTIES (3 Axis planes shot down).

NORTH AFRICA.
Air combats over the SICILIAN CHANNEL (1 Axis plane shot down).

FAR EAST.
Port DARWIN.

9—3—43 (Tuesday).

BRITAIN.
No air attack anywhere in BRITAIN.

NORTH AFRICA.
Air combats over the battle areas in TUNISIA (17 Axis planes shot down).

RUSSIA.
Russian positions West of KHARKOV.

10—3—43 (Wednesday).

BRITAIN.
Coastal districts of Eastern and Southern ENGLAND.

TUNISIA.
8th Army's front line positions in South TUNISIA.

RUSSIA.
KHARKOV.

FAR EAST.
The airfield at GUADALCANAR.

11—3—43 (Thursday).

BRITAIN.
2 places on the South-east coast of ENGLAND.

NORTH AFRICA.
TRIPOLI.

RUSSIA.
KHARKOV.

FAR EAST.
No information.

12—3—43 (Friday).

BRITAIN.
LONDON OUTSKIRTS area.
A place on the South-west coast of ENGLAND (13 Axis planes shot down).

RUSSIA.
KHARKOV.

13—3—43 (Saturday).

BRITAIN.
A place on the South-west coast of ENGLAND.
South coast of ENGLAND (4 Axis planes destroyed).

TUNISIA.
8th army's front line positions.

RUSSIA.
KHARKOV.

14—3—43 (Sunday).

BRITAIN.
No air attack anywhere in BRITAIN.

TUNISIA.
British 1st army's position west of SEDJENANE (Tunisia).

RUSSIA.
KHARKOV.

FAR EAST.
The airfield at GUADALCANAR.

SIDE LIGHTS.

THE NATIONAL WAR FRONT. To our readers in general, and to the war-workers in particular we commend the following succinct elucidation of the scope and aims of the National War Front :—

From time to time it becomes necessary to explain once again what the National War Front is. This is not because the Front changes but because times change. Six months ago the people of INDIA felt uncertain of the future course of the War and some were doubtful of INDIA'S destiny. Then the front

stood first for confidence in Victory and tried in every way to fight defeatism. **To-day defeatism is dead, slain not by our words but by the deeds of our armies and our allies in Russia, in Libya, in New Guinea and on the Eastern borders of India. The National War Front takes no credit for their deeds, but in its favour it should be remembered that it foretold in the darkest days that the tide would turn.**

The National War Front is not an organization of propagandists. It is the great responsible body of INDIA'S citizens who are working for the future of INDIA, knowing that their own personal futures are entirely dependent upon the country's destiny. **Every man and woman who wants to see India greater, more self-sufficient, more united, is a National War Front member.**

The cultivator who, after supplying his family and himself with food, releases crops for sale to his fellow citizens, and so increases the maundage available in the market, is a National War Front member.

Every factory worker who works steadily at his job and bears the difficulties of life in war-time patiently and with fortitude, is a National War Front member.

Every house-holder who economises voluntarily in food, in paper, in electricity—and all the other things which are short—is a National War Front member too.

In short, *every man* who, after securing the safety and health of his family lends his efforts towards winning the war, is a National War Front member.

The organisation speaks to its members and for its members, it advises its members and gives advice on their behalf. It tries to give a sense of unity of purpose to all those who in hundreds of different walks of life are giving practical expression to its aims. **But the organisation is not the National War Front; the National War Front is the vast body of India's citizens** who, with sincere patriotism, in their own jobs, in their every day life are spending themselves to build firmly the future of our country, and with INDIA the future of the whole world in which INDIA occupies an honoured place.

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ON THE BRINK OF COLLAPSE.

"We are in the final period of the war. The day of reckoning is drawing near.

" After four years of war, Germany to-day stands on the brink of collapse. Hitler's voice, which recently thundered throughout Europe has fallen silent. The Reich resounds with funeral marches and the desperate cry that the bare existence of the German nation is at stake.

" The United Nations, and above all Britain, stand mobilised in all sectors of the great world front for final victory."

These are Dr. Benes' words spoken on the 13th in LONDON and from the other end of the world, from WASHINGTON comes the same word of doom from Mr. Eden :—

"The end of this monstrous system of oppression was now clearly in sight. BRITAIN would not rest until the invader was driven from the lands he had despoiled and the criminals were punished.

This is the writing on the wall, in blazing hell-fire, for the madman of Berghtesgaden who, like *Faust* invoked the Furies and the Fates which now pursue him to frenzy and distraction. If rumours speak true Hitler is now a wreck—mental and physical—a moral wreck he was already.

The Axis is now full of such wrecks. Mussolini, is now a vanishing figure in Italian public life, insane and inept. Tojo's headaches leading to adjournments of the Diet are now getting more frequent. If 'underground' reports are to be trusted Marshal Pétain had a stroke several days ago and is in a critical condition, probably dying.

This is the Axis camp. We do not know for certain about the health, physical or mental, of these war-guilty-criminals ; but we do know that once again, for the fourth time, within a few weeks, Hitler has not appeared in person to make one of his dear public speeches on the Heroe's Day and the celebration itself, due before March 16, has been postponed.

Meanwhile Goebbels is engaged in the unwelcome task of breaking the news of the German defeats to his people, and feeding them with the false hopes of a negotiated peace.

The Gestapo is trying hard to keep down grumbling.

But evidence is trickling in that the Nazi influence is now rapidly waning both at home and abroad. A couple of years ago German minorities in HUNGARY and RUMANIA were fanatically Nazi. Now the news comes that 700 of these Germans resigned from the Volksgruppe (the National Group) in HUNGARY when asked to join the German army and what is worse, the Hungarian Premier declared that those who joined the German army would be treated as foreigners and made to forfeit their citizenship.

In BERLIN, the heart of Hitlerite GERMANY, discontent islon;the increase. The camouflage of BERLIN'S streets against the R. A. F's visits has become a constant reminder of the danger that will soon overpower the Germans. A revulsion of feeling against the Nazis is growing and the impression is gaining ground that only a Military Government can save GERMANY from Nazism. Marshal Von Rundstedt is mentioned as the obvious leader. Another possible leader is Von Papen who is looked upon as a possible peace-negotiator. Goering has some popularity but the most hated man is Rommel who is denounced as cent-per-cent Nazi.

DESPERATE. Hitler has ordered that FRANCE should be stripped of every able-bodied man between 18 and 40 in fear that they would join the Allies when they landed in FRANCE. For this Frenchmen between these ages are being rounded up in the streets, in the cafés, and cinemas and at home, for transportation to GERMANY. Hitler's aim is to render FRANCE powerless when the western front is reopened. Only women, children and old men would be left.

But Hitler will not succeed. There are two forces against him—mass resistance and the Guerilla movement.

Until recently, the French guerillas were limited to small groups who did their normal work by day and became saboteurs only at night. But now, under German industrial conscription, a new type of guerilla has come into existence—the industrial outlaw. In recent weeks these desperate men have grown to thousands. Here is the latest report of their activities, published on March 11 :—

'There have been over 300 separate guerilla operations in FRANCE during the period from Dec. 20, 1942 to Jan. 20, 1943.

'During this period French guerillas killed 282 German officers and men, partly or entirely wrecked 14 trains, destroyed 94 locomotives and 436 coaches, blew up four bridges, started 12 major fires, wrecked 10 labour exchanges and buildings.'

Gen. De Gaulle has issued the following message to his nation :—

'For several weeks, the enemy has no longer restricted himself to recruiting by force French workers for use in his war industries but has proceeded to wholesale deportations, the object of which is to denude FRANCE of an active section of her population and to exploit that section against the nation.

'These measures constitute a fresh violation of the international conventions. They are in contradiction with the most sacred principles of the Rights of Man and the dignity of the human person.

'The National Committee invites the French population to oppose by obstruction and sabotage all requisitions and mobilisations, effected with the complicity of the pseudo-Government of VICHY and to give all possible aid to those who refuse to submit.

'A general uprising of the martyred nation will be synchronised with the battle of liberation'.

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THE STANDLEY INCIDENT. Admiral Standley, U. S. Ambassador in MOSCOW, is reported to have complained that the Russian Press did not acknowledge the value of American lend-lease aid and

that the Soviet authorities were creating the impression, both at home and abroad that they were waging the war alone. This is a rift in the lute and unfortunate at a time when, more than at any other, team work is called for. Personally we think it should not have received the publicity it has had. However it be we are glad the mischief has been undone. WASHINGTON has disowned it. Mr. Wendell Willkie, in his outspoken way, has said :—

'Drastic and ill-considered statements are not the basis for the sort of discussion we need. They will only do harm. I know of no one in America who wants to double-cross Russia now or in the future. I know of no Russian who is ignorant of the fact that we are helping Russia with materials and by fighting on other fronts.'

Others too have joined in the repudiation, representative Russians as well as Americans. Mr. Stettinius, U. S. Lend-Lease Administrator, has shown that the U. S. aid during the past three months alone went up to £ 456½ millions. M. Litvinov, the Soviet Ambassador to U. S. A. has gratefully acknowledged the 'enormous' help received in his country through the lend-lease arrangement, adding that it was also 'deeply appreciated by the Russian people who were fully aware of the extent'. Perhaps the best proof is the fact that it was the tanks and fighters supplied by BRITAIN and AMERICA that wou the battles of VIASMA and RZHEV.

Dr. Goebbels, we fancy, is now rubbing his hands in glee hoping to advertise the Standley affair as proof of discord in the Allied camp. But these differences are like lovers' quarrels which while they last appear serious but finally serve to cement and increase the attachment. Or, to change the metaphor, they are like safety valves; they let go steam. Misapprehensions, if any, lie on the surface. The deeper-causes of fellowship depending on hatred of the Nazi and the love of freedom are shared by the Allies as strongly as ever.

When that is said and done, the Standley episode may also be admitted to be the first symptom of a disorder which it is wise to examine early, both for the attainment of an early Victory and for the future peace of the world. Balance of Power, Isolationism, and the Hague—the diplomatic instruments of the 19th century have had their day and a new international arrangement is now called for to save the world from armed brigandage. Small nations must subsist, for which the big nations—the big four, must contribute. In other words 'good neighbourhood' to use a happy phrase of President Roosevelt's must be developed internationally in word and action. BRITAIN, AMERICA, CHINA and RUSSIA must join hands. RUSSIA is as necessary for the security of Eastern EUROPE as BRITAIN for that of Western EUROPE, and as BRITAIN and AMERICA, for the Pacific and the World. If BRITAIN's security frontier is on the Rhine that of RUSSIA must be on the Oder. Among the big Powers BRITAIN'S part is unique and onerous. She must, as Mr. Herbert Morrison

said recently 'develop and cement' the friendship of the other partners, of AMERICA and RUSSIA, in particular. 'This', says the *Times*, 'is the message of the events of the past ten years in EUROPE.'

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THE R. A. F.—SOME IMPRESSIVE STATISTICS. The following impressive figures were quoted by Sir Archibald Sinclair, the Air Minister while submitting the Air Estimates to the House of Commons on March 11. The figures are an eloquent testimony to the great part the R. A. F. plays in smashing the Axis strength.

(1) **Axis Shipping.**—1,250,000 tons sunk or seriously damaged durlng the past two years.

(2) **Axis Aircraft.**—1,477 destroyed or captured between October 22, 1942 (The Battle of EL ALAMEIN) and the end of February, 1943.

(3) **German Industries.**—2,000 factories and industrial works were damaged. 1,250,000 tons of steel were lost to the Germans through direct damage caused to their Steel Works in the RUHR and the SAAR.

The damage at ESSEN extended to 450 acres, at WILHELMSHAVEN to 118 acres, and at ROSTOCK to 130 acres.

(4) **Mines** were laid in enemy waters in 1942 nine times as many as in 1941.

(5) **Convoy Protecction.**—50,000 sorties were flown last year.

(6) Besides, **tank and train—busters** had carried out extensive operations causing a serious shortage of oil and locomotives in enemy occupied EUROPE.

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The U-Tanker. The Germans are boosting the U-tanker as their latest divice to refuel and repair their U-boats at sea, without the necessity to return to their R. A. F. bombed bases. But they do not mention that their U-boats surfacing for the purpose will still be exposed to R. A. F. attacks at sea and for major repairs they must still return to their much-bombed dry docks.

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The U-Boat Menace. Answering a question in the House of Commons on March 10, Mr. George Hall, Financial secretary to the Admiralty, disclosed that 'while the number of the U-boats is increasing, so are their losses and the means of attacking them.' The Fleet Air Arm has now equal priority with the R. A. F. Torpedo-bombers, Special dive-bombers, the Seafire and the Barracuda now take a heavy toll of the U-boats. The construction of fast ships is rapidly increasing.

LEND-LEASE. The Lend-Lease arrangement has been extended to another year. In a message commemorating its second anniversary President Roosevelt declared 'Lend-Lease will contribute increasingly to the inevitable defeat of the Axis'. This is not boast. Lend-Lease has transformed the phase of the war already from Allied defensive to Allied offensive. Lend-Lease which came when ENGLAND was threatened has turned the tables against the enemy. The question now is not a 'where would the Axis strike next, bnt where will the United Nations strike next'. A weapon, essentially of war, it is also going to be an instrument of international peace security in the future. It is going to shape the Grand Alliance of the Nations. Lend-Lease, as Lord Halifax said, is needed for victory no less than for the constructive tasks of peace.

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THE TUNISIAN CAMPAIGN. In TUNISIA the Allied cordon round the enemy is closing surely and steadily but slowly. It is true that despite the Allies' sea blockade some reinforcements are reaching him but he has no chance of any successful resistance. The Allies by retaining all strategic initiative have forced him on the defensive. Hemmed in on all sides he is trying to strike at soft spots, trying to gain time. The events of the last three weeks show that the attempt is futile ; he has been, to use the language of Gen. Eisenhower 'once frustrated and twice defeated in attempts to break the Allied ring.'

'The Germans will not be able,' said Gen. Montgomery during the week, 'to change the general military situation. Our preparations may appear slow to many people, but because of that the blow will be powerful and decisive.

'I took part in the Dunkirk operations and because of this, I have special accounts to settle with the Germans. I always go for certainties. That is why preparations must be complete and without hurry.'

LEND-LEASE—A SYMPOSIUM.

PRESIDENT ROOSEVELT :—

Two years ago, the Lend-Lease Act was passed. Hitler had promised his people that this war would be a short one, a Single Front war—that our aid would be too little and too late. Such also were the promises of the military junta of Japan.

Time has given the lie to their promises. Our promises have stood the test of time. To-day, as we observe the second anniversary of the Lend-Lease Act, the United Nations are on the offensive.

Two years ago, the question was : Where would the Axis strike next ? Now the question is : Where will the United Nations strike next ?

The enemy will receive the answer on battlefields of our own choosing. In the smoke of battle Lend-Lease is helping to forge the unity that will be required to make a just and lasting peace.

MR. STETTINIUS :—*Lend-Lease Administrator.*

Russia received help from the United States, under Lend-Lease, totalling £ 45,65,00,000 during the quarter ended March 1. This was £ 120 million more than was sent to Australia, New Zealand, China and India combined, but was less than half the total to the United Kingdom.

The value of Lend-Lease aid during the quarter to the various areas is as follows :

United Kingdom : £ 1,107,500,000.
Russia : £ 456,500,000.
The Middle East and Africa : £ 393,250,000.
Australia, New Zealand, China and India : £336,000,000
Other areas : £ 114,705,000.

The people of the United States owe a great debt to the magnificent courage of China, Great Britain, the Soviet Union, and those of many other countries who have heroically faced the aggressors on their own soil, and who for so long bore the brunt of the fighting. Now the full strength of the United States also is being brought to bear against the common enemy.

The part played by Lend-Lease in establishing new and co-operative relationship among the nations will go down in history. To-day there is more unity of purpose and action among the freedom-loving peoples than ever before.

American efforts are being concentrated on enlarging the capacity of air routes to China, on the exploration and development of new routes, and on preparations for recapturing those which have been seized by the enemy.

India is being made a reservoir of supplies for the Burma—China—India war area.

One-fifth of the £ 595 million dollars' worth of Lend-Lease aid extended to India up to March 1, 1943, represented machinery, tools, and raw materials. India's own natural resources, factories, arsenals and transportation " are being developed to prepare her for an important role in the war against Japan."

MR. M. LITVINOV :—*The Soviet Ambassador to the United States.*

" Although much the largest part of supplies had had, of course, to be provided by the Soviet Union itself the supplies received through Lend-Lease have been an enormous help, and as such are deeply appreciated by the people of the Soviet Union who are fully aware of its extent.

"Unfortunately, I have no statistics at my disposal which would enable me to quote the exact proportion of American supplies used in any particular battle—such statistics are hardly likely to be obtainable. I can, however, say that the war material received from the United States has been used during both the defensive and the offensive operations of the Red Army, and that, American fighters, notably Airacobras, have given an especially good account of themselves."

LORD HALIFAX :—*The British Ambassador to U. S.*

Lend-Lease, which came when Britain was still threatened with invasion, was the shape of things to come, because it foreshadowed the way the Grand Alliance might marshal its full strength. It was a weapon of war, but the idea it represented, and the spirit inspiring it, had abiding value.

We need them for victory, and no less for the constructive tasks of peace.

DR. T. V. SOONG :—*The Chinese Minister for Foreign Affairs.*

"One for all and all for one'—out of that conception grew Lend-Lease. I have just returned after a four-month visit to my country. After five years of warfare the material conditions have changed for the worse. But the people and the Army to-day are as confident as ever of final victory.

Amidst the unheard of suffering and deprivations, they have not forgotten how to laugh. When arms are delivered to them in quantity they will drive the Japanese into the sea.

I would be less than frank if I say that China is satisfied with the amount of aid she has received under Lend-Lease.

As Mr. Stettinius himself told the Senate Foreign Relations Committee last week, ' Lend-Lease Aid to China has not yet been nearly as great as the situation requires."

DEVELOP AIR ROUTE.

By normal peacetime standards the India—China air route, of course, has its difficulties, but these difficulties are only a fraction of those met in maintaining the equally vitally important supply line to Murmansk. And until the overland routes and sea lanes are restored, this air route has to be developed.

These, then, are the outstanding impressions of my trip. Against any and every adversity the Chinese Army will hold. With essential supplies they will successfully counter-attack and these supplies can be flown into China given the determination to do so.

The problem of Lend-Lease is, therefore, essentially one of more transport aircraft for supplies to the ground troops and more transport aircraft for the maintenance of combat aircraft.

BASIS OF AN ENDURING PEACE.

Viscount Simon.

London, March 10.

I say in plain terms, on Government's behalf, that we agree with Premier Stalin, first, that Hitlerite States can, and should, be destroyed ; and, secondly that the whole of the German people is not, as Goebbels has been trying to persuade them, thereby doomed to destruction.

I take this opportunity on behalf of the British Government to deny that altogether.

Nor are we seeking to deny Germany a place in Europe, but the longer the German people tolerate the Nazi regime, the greater becomes their responsibility.

The fate which threatened the German people could only be mitigated by the overthrow of the Hitler regime against which all free men would continue to fight to death.

German propaganda was once more disinterring and exhibiting "the grisly corpse which they called the danger of Bolshevism." The British Government had made their own position clear.

Like our Soviet Ally, we firmly believe and continue to believe, that before the foundations of peace can be laid the Nazi regime must be destroyed for ever, and that each of the war criminals, who inspired this evil must suitably and severely be dealt with.

Government's policy has been clearly stated—that Germany must be disarmed and placed in a condition in which it would be impossible for her again to re-arm and resume the struggle for domination over peaceloving nations, and it is equally important that she should not become a source of poison to her neighbours and the world by reason of any economic collapse.

PUNISHMENT OF CRIMINALS.

We mean to do the utmost in our power to secure that the war criminals are punished for their wholesale barbarities, perpetrated on innocent and defenceless people by the Nazis and their willing instruments, and mass persecution of peoples of all ages and both sexes, villainies of the Gestapo, and the deliberate extermination of Jewish communities.

These are all things that have disgraced the German name for ever, and they cry aloud for just punishmet.

But let it be quite clearly understood and proclaimed, all over the world—we, British, will never seek to take vengeance by wholesale massacres against the general body of the German people. Our methods will be methods of justice."

PLOESTI OILFIELDS—GERMANY'S LIFE-BLOOD.

REASON FOR REINFORCEMENTS TO SOUTH RUSSIA.

(Lieut.-General Sir Douglas Brownrigg).

Events in Tunisia have taken a turn for the better after a slight relapse; but in the South of Russia the pulse of progress shows definite signs of slackening. This is mainly due to two causes: first, that thaw has come to Hitler's aid earlier than was expected (although it may not last); and, second, that the German High Command seem to have been able to collect some fresh reserves to throw into the fray in the Donetz basin.

Whether these reserves have had to be taken from the divisions in Norway, in the Balkans or France and the Low Countries is not yet known; or whether they have had to be withdrawn from other parts of the Russian front. This latter supposition is less likely for two reasons: first, that the lateral communications now in German hands are poor; and, second, because the Russians have shown such marked ability to take advantage of the thinning of troops on any part of the front. Pressure has been exerted against the Germans all along the battle line from the Black Sea to the White; and the Russians have shown themselves adepts at hitting first in one place and then in another, thus keeping the Germans from knowing where to expect the next blow.

PLAUSIBLE REASON.

It is interesting, therefore, to consider why Hitler seems to have sent all the reserves he has been able to raise to the south, where he might have hoped that thaw would come earliest to his aid. The easiest explanation is that this is the region where he must be strong in order to give the remnants of his Donetz and Caucasian armies a chance to escape the fate which befell Field Marshal Paulus.

But there is, I think, another—and even deeper—reason. German strategy in 1942 failed because it envisaged too many objectives. The advance into the Caucasus before Stalingrad had been taken was a blunder from which the Germans never recovered. But there was a good reason for the diversion. Hitler wanted oil; for two and a half years he had subsisted on his reserves and on the production of the Rumanian Ploesti oilfields. Whilst the Germans held Maikop they never got a gallon. The will-o'-the-wisp had led them on in the Caucasus and had caused their failure on the Don.

HALF THE OIL IS FROM PLOESTI.

The importance of the Ploesti oilfields is now greater than ever to Hitler, and he is therefore bound to protect them and their approaches to the last. It is believed that half of the oil he expends comes from Ploesti. It is certain that he could not carry on the war for long with a 50 per cent reduction in this commodity. Ploesti provides the life-blood of the German army and the *Luftwaffe*; and that is why the northern shores of the Black Sea must be defended inch by inch—even were there no German armies retreating or trying to retreat along them. **Ploesti is the joint in Hitler's armour—and one of the plates has been made in Rumania instead of in Germany.**

ITALIAN TROOPS NO LONGER BAIT.

EFFECT ON GERMANY OF WITHDRAWAL FROM RUSSIA.

(*Vernon Bartlett, in the News Chronicle*).

Many speculations about the reasons for the withdrawal of Italian divisions from Russia are possible; only one speculation is safe—preparations are being made for the defence of the "under belly" of the Axis.

People in Britain have become so accustomed to daily accounts of fresh Russian successes, he says, that they do not always realise the strain involved on Russian resources. Even if thaw did not slow down their advance, the need to re-equip their armies would almost certainly do so. It may well be, thinks Bartlett, that despite the loss of such strong-points as Rzhev, Velikie-Luki, Kursk and Kharkov, Hitler has concluded that for the next three months the greatest danger to occupied Europe will come rather from the south than from the east.

The Italians, who have lost the whole of their empire by their association with Hitler, can scarcely be expected to go on fighting with enthusiasm on the Russian front. They will naturally show greater energy in the defence of their own native soil. Their return to it should not be taken as evidence of a quarrel between Hitler and Mussolini resulting in the latter's refusal to obey his master's voice. It is encouraging however, to note the fact that the Germans will not now be able to make use of Italian troops on the eastern front in the same way as they have used French prisoners of war. They will not be able to argue that the enlistment of "volunteers" to work in Germany will hasten the return of loved ones who must otherwise remain in foreign parts.

Pressure for such soldiers will undoubtedly be intense. Recent rather panicky measures to close down all non-essential industries in Germany are not likely to produce recruits for the armed forces or factories. It is calculated that in order to bring these armed forces up to the required strength and replace the casualties in Russia, between nine and ten million men have had to be withdrawn from industry. This process is complicated by Allied air raids. Consumer industries which were closed down last year have had to be re-started within the past month or two to meet the immediate and imperative needs of the blitzed civilian population. The Germans, however, have less and less to offer Italians in exchange for their labour. Coal in particular is in short supply, and Italy depends on Germany for all her fuel. It may be assumed that once the Italian divisions are back in Italy, two tendencies will be increased. One is reluctance to make further sacrifices for Germany; the other is the desire to get out of the war.

HITLER DETERMINED TO KEEP ITALY GOING.

MEANING TO RIBBENTROP'S VISIT.

(*The Daily Mail*).

It has not been possible to confirm the report that Hitler and Mussolini have met again but it is considered highly probable in London that Hitler has been compelled to give his personal attention to the problems confronting his Axis partner.

That Hitler cannot afford to allow Italy to collapse is an opinion which is widely held. It may not prove to be true but at the moment it appears that the Germans wish to keep Italy going at all costs.

This can be read into all the propaganda broadcasts about the Ribbentrop-Mussolini meeting.

Mussolini's order of the day to the Italian troops, back from Russia, is another significant development.

From time to time, the Russians have claimed complete annihilation of all Italians who have faced them. Mussolini may want to keep the true facts from his people by pretending that all troops have returned home. Nothing is said about replacing them in Russia. The object of this might be to arouse Italian morale.

Although Italians have been well and truly doped about the bogy of Bolshevism, the war in Russia has not been any more popular in Italy than the disastrous campaign in Africa.

On the other hand, if Mussolini has been able to withdraw any of his troops from Russia it may be because of his anxiety to improve the defences of the country against the possibility of an invasion.

Italians are being warned daily of the increasing danger. It may be thought by Mussolini that they will feel better if the impression is given that seasoned warriors are back in their midst.

If this is so, Hitler may have been compelled to agree to the withdrawal because he himself cannot undertake the defence of Italy.

FROM FACTORIES TO THE R. A. F.

BRITISH AERIAL TAXI SERVICE.

(*The Daily Mail.*)

A readymade adjunct to the air transport available for an army in Western Europe has been found in the great aerial taxi service built by Air Transport Auxiliary since the beginning of the war.

The A. T. A.—an offshoot of the Ministry of Aircraft Production—established this taxi service mainly for the transport of ferry crews engaged in delivering new aircraft from the factories to the R. A. F.

Apart from many four-seaters, the taxi service now has a number of converted twin-engine Avro Ansons—front-line reconnaissance bombers in 1939—each of which could carry an infantry section from Britain to, say, Norway. They might well supply the modern version of the famous taxi service from Paris to the Western Front in the last war.

A. T. A. pilots are men and women from all over the world. Almost all the younger ones are girls, and three of them have flown Britain's heaviest bombers including the Halifax. Most of the men are pilots who were too old for operational flying with the R. A. F. These pilots are handling more than 100 different types of aircraft from Typhoons to four-engine Lancasters. Considerably more than 1,00,000 planes have been delivered by A. T. A., since its creation.

SATURATION BOMBING OF GERMAN TOWNS.

INEFFECTIVE DEFENCES OF REICH.

(*The Manchester Guardian*).

We have now reached a stage in air war in the west when proportions of our bomber strength outbalance those of the enemy's night fighterdefences.

The strain that has been imposed on the *Luftwaffe* interceptor fighter units has grown greater lately for two reasons. These are, one, the increased adoption of the heavy and concentrated attack plan which saturates the centralised defences. Two, the imminent possibility of large scale long-range bombing by the Red Air Force on targets in East Germany. Combined; these have forced the enemy to spread out his available night fighter squadrons over immense areas.

In the west the enemy's night fighters command is in the hands of Lieutenant General Kammbuber. In preparing to meet the bomber offensive of the R. A. F., he organised a chain of defences between Cologne and Bordeaux and Hamburg and Brest last year. Specially selected "crack" night fighter squadrons were also distributed around Berlin as a part of his plan. All these squadrons have a high degree of mobility and have stood ready to move from place to place as soon as a saturation raid is launched by the R. A. F.

The latest assault on Berlin showed how ineffective is this system. Kammbuber has not, clearly, sufficient night fighters available.

In the east there is another fighter defence division which is commanded by Von Doring. It is probably arranged in a similar pattern to that in the west and the squadrons are also equipped with the same types of machines, JU-88s as well as Heinkell-111s. To combat effectively the latest night bombers of the R. A. F., the U. S. A. A. F., and the Soviet Air Force, the Germans need much better machines than these, for they are bombers converted and modified to serve as night fighters.

TOLL OF ENEMY SHIPPING IN MEDITERRANEAN

NAVY AND R. A. F. ACTIVE

The Navy and the R. A. F. continue to take their toll of enemy shipping in the Mediterranean. Hardly a day passed in February without a report of a supply ship, large or small, sunk, or so badly damaged that she probably sank later. German U-boat men taken prisoner have frankly stated that they would rather do a month's patrol in the Atlantic than three days' in the Mediterranean. For there the narrow clear waters make it impossible for the enemy to use pack tactics, and render him far more liable to detection from the air.

On February 1 Italian communiqués admitted one corvette and one torpedo boat lost; the same day an Admiralty communiqué reported that one of His Majesty's submarines operating off eastern Tunisia had accounted for an anti-submarine vessel.

Three days later, on February 4, submarines again destroyed valuable enemy shipping—eight small supply ships and two large transports—while air attacks off Tunisia destroyed four small vessels the same day.

On the 7th one small tanker, two medium supply ships, one small supply ship and one small ship were destroyed off eastern Tunisia and south-east Italy, while an Italian communiqué of the same date admitted that one submarine had not returned to its base and had to be presumed lost.

Two days later gunfire in the Tyrrhenian sea sank two schooners. The next important date from the point of view of hunting down the enemy in the Mediterranean was February 17, when the Netherlands submarine *Dolfijn* sank an enemy U-boat, and one supply ship was sunk west of Sicily. Three small supply ships were destroyed in the Gulf of Hammamet, and one large east-bound supply ship was sunk.

Throughout the whole of the following week till February 24, grim toll was taken of supply ships and tankers, both large and small-powered barges carrying motor transport, and all tonnage which the enemy can so little spare was hunted and destroyed relentlessly.

In the North Sea and off the French coast there has been less spectacular activity. A U-boat and another ship were sunk on the 16th off the Frisian Islands and another ship in the Little Belt on the 18th while in the North Sea an E-boat was sunk on the 19th.

JAPAN'S SHIPPING PROBLEM.

The Daily Telegraph.

The annihilation of the Japanese convoy in the Bismarck Sea cannot fail to have most important effects on the enemy's strategic plans. Two factors point to the underlying meaning of this statement:—(1) Japan's heavy shipping losses may prevent her from staging any further large-scale operations in the islands north and west of Australia; (2) she will probably have to shorten her sea communications by abandoning some of her conquests, particularly in the South-west Pacific.

The great distances involved in the Japanese drives to the Indian Ocean and the Coral Sea and the heavy losses sustained by Japanese shipping combine to supply the Japanese High Command with a major problem. This is nothing less than the alternative of supplying the outposts of Japanese conquest, or supplying Japan herself.

The average size of the ships used by the Japanese for transport and supply purposes in the Pacific is between 6,000 and 8,000 tons. At the beginning of the war the Japanese mercantile marine included 442 ships of 5,000 tons and over. Official communiqués issued by the United Nations show that 229 Japanese transports, tankers and supply ships have so far been sunk. These losses have been inflicted on the Japanese during their offensive operations and on their lines of communications. The ships sunk can be taken as ocean-going vessels of 6,000 tons and over.

When the Japanese convoy was destroyed, it was announced by General Mac Arthur's headquarters that the convoy had consisted of 12 transports totalling 90,000 tons—that is, the ships averaged 7,500 tons. On known losses alone Japan has lost just over 50 per cent of her ocean-going fleet of 5,000 tons and over. **This rate of loss is one which no highly industrialised nation with many lines of communications over 3,000 miles in length can long survive.**

It is true that certain other shipping resources have become available to Japan. These have, however, consisted chiefly of coastal shipping. Such ocean-going shipping as has been captured or built by Japan since December, 1941, can probably be discounted, as the figures of Japanese losses given above have taken no account of losses inflicted by mines or submarines and aircraft which have failed to return from patrol. Nor do they include Japanese ships lost prior to Japan's entry into the war. Such German ocean-going tonnage as took refuge in Japanese ports at the out-break of war is probably fully employed in trying to run cargoes through the blockade to German-occupied Europe, and is unlikely to be under Japanese control, while Italian tonnage in Japanese hands is small.

Japanese merchant shipbuilding is probably small, since her major yards must be fully employed in replacing the heavy losses and repairing the damage sustained by the navy.

"FRENCHMEN HONOUR BRITISH DEAD"

MESSAGE FROM MONCONY VILLAGE.

(*The Daily Mail*)

A message has been delivered to the families of R. A. F. men who lost their lives while flying over France from the people of the little village of Moncony—on the bombing route to Italy. It ran: "Know that the entire

population of this District give the same honour and attention to your dead as they would give to their own dearest relatives. Know that their graves—until the day when they may be taken back to England—will be daily surrounded by prayers and flowers. From real French men and women and those who do not forget."

The message has been delivered to the Fighting French Headquarters in London in a letter written by one of the citizens of Moncony and smuggled out of France.

He wrote: "It was 8. 50. p. m. The sky was full of rumbling of planes. Suddenly I saw a great red flame north of Louhans. It was a British bomber which had just crashed at Moncony. All the people who saw this were in a state of anguish. We learned that it was a British bomber. The plane had 10 Britons aboard nine of whom were killed. Only one baled out. On the following day the catastrophe was the only subject of conversation at Moncony. The whole population was terribly upset. The funeral of the heroic victims was to take place on Sunday at 4. 30. p. m. Military honours were rendered by a section of the local regiment then followed a crowd of 2,000 carrying wreaths with the following inscriptions: 'to our liberators: to the defenders of the World's Liberty: to the heroes who fell for us. You are far from home but you are close to our hearts.'

"The massive oak coffins were covered with an avalanche of flowers. That of the bomber Captain was draped with a big Union Jack which a young girl of Louhans had made by working all night. The *curé* of the parish offered up the last prayer and the last good-bye to the noble victims in simple moving words.

"We then saw an unforgetable thing—a choir of young girls from the village singing 'God Save the King' slowly, majestically and perfectly executed and then the 'Marseilaise' which was taken up by the whole crowd."

That letter has been filed at the Fighting French Headquarters. It is recorded as one of the great documents of the war.

CAKE FOR THE SERGEANT—BUT THE OFFICER GOT NONE.

The war is popular in South Indian villages on account of the spate of road building it has caused. Little villages, which never had a proper road anywhere near them, now find themselves connected by good roads with the outer world, and they like it.

A certain sergeant, whose voice is well known in those parts, is the hero of the road construction party, and when he moved away to duties elsewhere a party was given in his honour—cakes, lemonade, garlands, and a procession.

As the villagers judge a man by the stripes he wears on his arms, and never notice a shoulder title, the officer who planned the work went unnoticed.

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU.

PROGRAMME.

LECTURE CXXXVIII. (*Batch 3*).

20- 3-43	Municipal Office.	6.00 p.m.
21- 3-43	Alangudi ...	7.00 ,,
,,	Rasiamangalam.	7.30 ,,
22- 3-43	Annavasal ...	7.00 ,,
,,	Kilakkurichchi...	7.30 ,,
23- 3-43	Kulipirai ...	7.00 ,,
,,	Sevalur ...	7.30 ,,
24- 3-43	Ramachandra-puram.	7.00 p.m
,,	Rayavaram ...	7.30 ,,
25- 3-43	Malaiyur ...	7.00 ,,
,,	Karambakkudi...	7.30 ,,
26- 3-43	Valaramanikkam.	7.00 ,,
,,	Embal ...	7.30 ,,

LECTURE CXXXIX. (*Batch 4.*)

27- 3-43	Municipal Office.	6.00 p.m.
28- 3-43	Nirpalani ...	7.00 ,,
,,	Avoor ...	7.30 ,,
29- 3-43	Karaiyur ...	7.00 ,,
,,	Idaiyathur ...	7.30 ,,
30- 3-43	Vadavalam ...	7.00 ,,
,,	Sammattividuthi	7·30 ,,
31- 3-43	Nartamalai ...	7.00 p.m.
,,	Uppiliakkudi ...	7.30 ,,
1- 4-43	Andakkulam ...	7.00 ,,
,,	Killanur ...	7.30 ,,
2- 4-43	Konnaiyur ...	7.00 ,,
,,	Melaveguppatti.	7.30 ,,

RECRUITING—ADVERTISEMENT—4 p. m.

20— 3—43	Vettamviduthi.
21— 3—43	Kodumbalur.
22— 3—43	Kiranur.
23— 3—43	Kudimiyamalai.
24— 3—43	Rayavaram.
25— 3—43	Kulipirai.
26— 3—43	Pappapatti.
27— 3—43	Tirumayyam.
28— 3—43	Virachchilai.
29— 3—43	Viralimalai.
30— 3—43	Vadakadu.
31— 3—43	Kilanilai Puduppatti.
1— 4—43	Alangudi.
2— 4—43	Pudukkottai.

Sri Brihadamba State Press, Pudukkottai. 750—22-3-43.